



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

Leitfaden der Handelsgeographie (Wirtschafts- und Verkehrsgeographie) mit besonderer Berücksichtigung Deutschlands und der deutschen Kolonien. By MAX ECKERT. Third edition, improved and enlarged. (Leipzig: G. J. Göschen. 1911. Pp. 296; 53 maps; 211 diagrams. 3.60 m.)

Commercial geography originated in Germany something over a century ago under the name of *Kaufmannsgeographie*, which was later changed to *Verkehrsgeographie* or *Handelsgeographie*. The subject appeared first in schools patronized by the trading classes and was in no sense scientific, comprising merely unrelated scraps of information about whatever was thought to be of interest to traders. This encyclopedic character is found even in such relatively recent writers as Deckert and Scherzer, whose book (*Das Wirtschaftliche Leben der Völker*, 1885) formed the basis of Chisholm's *Handbook*; and through Chisholm, the same character has been impressed on most of the texts published in this country. In view of the German tendency to methodology, it is remarkable that no one until recently undertook to define the scope and method of the subject. The discussion of this question, begun by Goetz and Kraus, was taken up with great vigor by Eckert; and from this discussion dates the modern era in economic geography in Germany.

The first fruits of the new movement were Friedrich's *Algemeine und spezielle Wirtschaftsgeographie* (1904), and Eckert's two-volume *Grundriss der Handelsgeographie* (1905) which is still one of the best balanced and most scientific books on the subject in German. In the first place, Eckert clearly distinguishes between *Wirtschaftsgeographie* and *Wirtschaftskunde*, which had been hopelessly confused by Deckert and Scherzer, as they are by Chisholm. In the second place, he does not overemphasize the physical and neglect the human factors, as has been done by most of those who sought to rationalize the subject. On the contrary he focuses attention, not on nature in relation to man, according to the usual formula, but on man in relation to nature, that is to say on the economic activity of man, so far as conditioned by nature. This change of point of view necessarily introduces many economic concepts and gives the subject scientific unity: in brief, makes economic geography a genuine and worthy part of the science of economics.

Eckert's *Leitfaden der Handelgeographie*, of which the first edition appeared in 1905, is essentially an abbreviated edition of his

Grundriss. Part I, pp. 13-84, is devoted to a general or systematic treatment of the physical factors in economic life, the principal materials of commerce, and methods of transportation. Part II is regional, taking up in succession the various economic regions of Europe, Asia, Africa, Oceania, South America and North America, closing with the United States (pp. 278-287) and Canada. The third edition contains a large number of black and white maps and statistical diagrams which have for the most part been well brought up to date. On the whole it is probably the best brief text-book on the subject in German.

Space is lacking for a detailed criticism. One point, however, cannot be passed over,—the insertion of discussions of European colonies directly after the countries in question. The effect is seriously to break up the regional plan of Part II, especially in view of the large part of the world included in various colonial empires.

EDWARD VAN DYKE ROBINSON.

University of Minnesota.

NEW BOOKS

- ADAMS, C. C. *A text-book of commercial geography*. (New York: D. Appleton & Co. 1911. Pp. xvi, 508, illustrations, plates, maps. \$1.30.)
- BARRETT, J. *The Pan-American union; peace, friendship, commerce*. (Washington: Pan-American Union. 1911. Pp. 253. \$1.00.)
Information in regard to population, area and commerce of the Latin-American republics.
- BELL, (LADY). *At the works: A study of a manufacturing town*. (London: Nelson. 1911. Pp. 376. 1s.)
- BRIGHAM, A. P. *Commercial geography*. (Boston: Ginn & Co. 1911. Pp. xv, 469, illustrations, maps. \$1.30.)
- BROEMEL, M. *Italiens national Erhebung und seine wirtschaftliche Entwicklung 1861-1911*. No. 259 of Volkswirtschaftliche Zeitfragen. (Published by the Volkswirtschaftliche Gesellschaft of Berlin.) (Berlin: L. Simon Nf. 1911. Pp. 31. 1 m.)
- ECHEVERRIA, V. *The economic resources of Chile*. (London: Chamber of Commerce Pamphlet Series. No. 78. Pp. 28. 1d.)
- GROTHE, H. *Zur Natur und Wirtschaft von Vorderasien. I. Persien*. Series III, No. 2 of *Angewandte Geographie*. (Frankfurt: Heinrich Keller. 1911. Pp. vii, 132. 4 m.)
- HAYEN, J. *Memoires et documents pour servir à l'histoire du commerce et de l'industrie en France*. Preface by M. Paul Delombre. (Paris: Hachette et Cie. 1911. Pp. xii, 253. 7.50 fr.)
- HERTZ, F. *Die Schwierigkeiten der industriellen Produktion in Österreich*. (Vienna: W. Braumüller. 1910. Pp. 102. 2 m.)